



## 9. Three-Year Priority Action Plan

connecting  
REDMOND

Transportation Master Plan

# Introduction

## Contents of this Chapter

- ✓ Ordinances and Council Actions
- ✓ Studies and Plans
- ✓ Project Development
- ✓ Major Construction Projects
- ✓ Projects by Others
- ✓ Action Plan Schedule and Timetable

Implementation of this Transportation Master Plan will require a focused effort by the City's Public Works and Planning Departments, with implications for City Council and Planning Commission decision-making. The purpose of this chapter is to identify, and set a schedule for, high-priority implementation actions.

The TMP is designed to have a useful life of four to five years (before requiring update). For this timing to succeed, key implementation steps required by the Plan should be initiated within three years of adoption. The list of action items and the schedule provided below will be monitored as part of the Mobility Report Card system described in Chapter 7.

## Action Plan Categories

The Transportation Master Plan provides a systematic work plan and guide for the City's Public Works and Planning Departments to follow in the years after adoption of the Plan. It will be important that the steps required for implementation be clearly identified so that their implications for staffing, workload and budget can be anticipated.

Five categories of priority actions are covered below. They include:

1. Ordinances and Council Actions
2. Studies and Plans
3. Project Development
4. Major Construction Projects
5. Projects by Others

## 1. Ordinances and Council Actions

A number of updates and revisions to ordinances and other City Council actions will follow from adoption of this TMP. These include:

- a. *TMP Adoption.* This Transportation Master Plan will be formally adopted by City Council and portions of the Plan.
- b. *Concurrency Management.* The City's concurrency management provisions will be updated to implement the plan-based approach to transportation concurrency described in Chapter 4.

## 9. THREE-YEAR PRIORITY ACTION PLAN

- c. *Impact Fee Ordinance Update.* The City's funding system for transportation will be updated to reflect this TMP with the included Transportation Facilities Plan (Chapter 6). As part of this, the City's impact fee schedule for transportation will be revised and updated. This will follow completion of the Impact Fee Update Study listed under "Studies" below.
- d. *Business Tax Extension.* The Transportation Facilities Plan (Chapter 6) of this TMP assumes continuation of the Business Transportation Tax in the revenue forecasts. This will require future extensions of the Tax by City Council.

## 2. Studies and Plans

Some of the implementation actions that will follow from this TMP require additional technical work by staff and, in some cases, consultants. These include:

- a. *Downtown HCT Corridor/Station.* The purpose of this planning study is to identify a preferred alignment and station locations for future HCT in the vicinity of Downtown Redmond. The results from this work will enable the City to:
  - Complete other elements called for in the TMP;
  - Coordinate with the Washington State DOT on the Nickel Project to widen SR-520; and,
  - Provide input to the Sound Transit Phase 2.
- b. *Impact Fee Update.* The City's funding system for transportation should be updated to reflect the Transportation Facilities Plan (Chapter 6). It is a finding of this TMP that the City's impact fee schedule for transportation should be revised and updated as part of the overall updating of the transportation funding system.
- c. *Overlake Center Study.* As part of an Overlake Center study, the City will evaluate the Overlake transportation network. The Study will assess what transportation facilities will be required to support a mixed use development pattern, including:
  - The street network, including how to provide for internal circulation and access to current and future retail businesses in the Center;
  - The pedestrian environment, including the exact boundaries of the Pedestrian District called for in Chapter 5 and priorities for achieving minimum "pedestrian place" and "pedestrian supportive" characteristics;
  - Future transit service characteristics (in cooperation with Sound Transit and Metro), including a station on the future regional High Capacity Transit network; and,
  - Parking management strategies, including shared parking, transit access parking for a future HCT station, opportunities for on-street parking, the potential for paid public parking, and updated enforcement systems.
- d. *Adequate Maintenance.* One of the outcomes of this TMP is a determination that the City should define "adequate" (minimum) maintenance, repair and rehabilitation levels required to protect the public investment in transportation infrastructure and to ensure acceptable system performance based on public needs and expectations. This study will develop standards and monitoring techniques for:
  - Bridges (structure and deck);
  - Pavement structure;
  - Sidewalks, walkways, trails;
  - Bus stops; and,
  - Routine maintenance (potholes, etc.).
- e. *Street Design Standards.* The City will update its street design standards to conform to Chapter 5. Updated standards will cover:
  - The revised functional classification system including the Connector street classification;
  - Cross section and right of way standards;
  - Separate standards for Multimodal Corridors (arterial and collector streets);
  - Pedestrian realm and street crossings;
  - Bicycle facilities - all types; and,
  - Transit access facilities (bus stops, etc.).
- f. *Targeted Safety Program.* The City will implement the monitoring and reporting provisions of Chapter 7 for accident data analysis and safety prioritization. This will require analysis of the accident data reporting system; a review of trends and safety issues; and, a prioritization system for the \$8.1 million Safety Program included in the Transportation Facilities Plan (Chapter 6).
- g. *Union Hill/Novelty Hill Roadways.* The City will undertake an analysis of overall connection needs between planned growth east of Redmond and the SR 520 Freeway. The analysis will include the area bounded on the north by NE 133rd St., on the south by SR 202, and on the west by Avondale Way. On the east the study will extend as far into rural King County as necessary to provide a thorough evaluation. The study will consider forecasted future growth patterns and will identify future roadway connections or explanation of existing roadways to serve this growth, implementing the functional classification provisions of Chapter 5 (including the Connector Street classification), and taking into account access needs associated with future high capacity transit station locations.

## 3. Project Development

Before projects can be built they must be designed. The design process normally involves a preliminary engineering step and a final design step. Right-of-way mapping may be required, and in some instances special environmental studies may be needed. The major projects scheduled in the City's CIP will have budget and workload implications for the City in the years prior to actual groundbreaking.

The projects for which the City will undertake project development during this three-year period include:

- a. Bear Creek Parkway Extension;
- b. 164th Extension Across RR R/W;
- c. Design conversion of One-Way Couplet to Two-Way operation;
- d. 85th 4-Lane to 3-Lane Conversion;
- e. 164th 4-Lane to 3-Lane Conversion;
- f. West Lake Sammamish Parkway;
- g. Union Hill Rd. (178th to Avondale);
- h. Red-Wood Road (Preliminary Design);
- i. BNSF Corridor; and,
- j. 172nd Extension.

## 4. Major Construction Projects

During the next three years the City will initiate construction activities on the following projects:

- a. SR 520 Bikeway Connection to Sammamish River Regional Trail;
- b. 156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St;
- c. Union Hill Rd Ph II from Avondale Rd to 178th PI NE;
- d. NE 116th St Phase I;
- e. Redmond Way/NE 76th St Intersection Modifications;
- f. East Lake Sammamish Pkwy Intersections
- g. NE 83rd St -- 160th Ave NE to 161st Ave NE;

- h. Old Redmond Rd -- 132nd Ave NE to 140th Ave NE;
- i. Redmond Intelligent Transportation System Phase I (Overlake);
- j. Redmond Intelligent Transportation System Phase II (Redmond Way);
- k. NE 85th St Re-channelization from 156th Ave NE to 164th Ave NE;
- l. 164th Ave NE Re-channelization from NE 80th St to NE 87th St

## 5. Projects by Others

Priority projects which will be developed by others, but which will require significant City involvement during this three-year period will include:

- a. 185th Ave NE Extension (Developer);
- b. Redmond Way (SR 202) Additional Lanes (WsDOT);
- c. SR 520 Widening from West Lake Sammamish Parkway to SR 202 (WsDOT);
- d. NE 116th St Bridge Replacement - York Bridge (King County); and,
- e. Downtown Redmond Transit Center (King County).

## 9. THREE-YEAR PRIORITY ACTION PLAN

### Action Plan Schedule Summary and Timetable

| Year of Project Initiation              |  |   |   |
|---|--|---|---|
|   | 2005   | 2006                                      | 2007                                      |
| <b>1. ORDINANCE AND COUNCIL ACTIONS</b> |  |   |   |
| 1.a                                     | TMP Adoption                                 |   |   |
| 1.b                                     | Concurrency Ordinance                        |   |   |
| 1.c                                     |  | Business Tax Extension                    |   |
| 1.d                                     |  | Impact Fee Ordinance Update               |   |
| <b>2. STUDIES AND PLANS</b>             |  |   |   |
| 2.a                                     | Downtown HCT Corridor/Station                |   |   |
| 2.b                                     | Impact Fee Update                            |   |   |
| 2.c                                     | Overlake Plan                                |   |   |
| 2.d                                     |  | Adequate Maintenance                      |   |
| 2.e                                     |  | Street Design Standards                   |   |
| 2.f                                     |  | Targeted Safety Program                   |   |
| 2.g                                     |  |   | Union Hill/Novelty Hill Network           |
| 2.h                                     |  | 2005 Mobility Report Card                 | 2006 Mobility Report Card                 |
| <b>3. PROJECT DEVELOPMENT</b>           |  |   |   |
| 3.a                                     | Bear Creek Parkway Extension                 |   |   |
| 3.b                                     |  | 164 <sup>th</sup> Extension Across RR R/W | 164 <sup>th</sup> Extension Across RR R/W |
| 3.c                                     |  |   | Design Dntn Couplet Conversion            |
| 3.d                                     | 85 <sup>th</sup> 4-lane - 3-lane Conversion  |   |   |
| 3.e                                     | 164 <sup>th</sup> 4-lane - 3-lane Conversion |   |   |
| 3.f                                     |  | West Lake Sammamish Parkway               |   |
| 3.g                                     | Union Hill Road                              |   |   |
| 3.h                                     |  |   | Red-Wood Road                             |
| 3.i                                     |  | BNSF Corridor                             |   |
| 3.j                                     | 172 <sup>nd</sup> Extension                  |   |   |

Figure 9.1 Action Plan Schedule Summary and Timetable

## 9. THREE-YEAR PRIORITY ACTION PLAN

| Year of Project Initiation            |  |  |  |
|---------------------------------------|--|--|--|
|                                       | 2005   | 2006   | 2007   |
| <b>4. MAJOR CONSTRUCTION PROJECTS</b> |  |  |  |
| 4.a                                   | SR 520 Bikeway Connection to Sammamish River Regional Trail      |  |  |
| 4.b                                   | 156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St |  |  |
| 4.c                                   |  |  | Union Hill Rd Phase II from Avondale Rd to 178th Pl NE       |
| 4.d                                   | NE 116th St Phase I  |  |  |
| 4.e                                   |  | Redmond Way/NE 76th St Intersection Modifications                |  |
| 4.f                                   |  |  | East Lake Sammamish Pkwy Intersection Improvements           |
| 4.g                                   | NE 83rd St Improvements from 160th Ave NE to 161st Ave NE        |  |  |
| 4.h                                   |  | Old Redmond Rd Improvements from 132nd Ave NE to 140th Ave NE    |  |
| 4.i                                   | Redmond Intelligent Transportation System Phase I (Overlake)     |  |  |
| 4.j                                   |  | Redmond Intelligent Transportation System Phase II (Redmond Way) |  |
| 4.k                                   |  | NE 85th St Re-channelization from 156th Ave NE to 164th Ave NE   |  |
| 4.l                                   |  |  | 164th Ave NE Re-channelization from NE 80th St to NE 87th St |

Figure 9.1 Action Plan Schedule Summary and Timetable, continued

## 9. THREE-YEAR PRIORITY ACTION PLAN

| Year of Project Initiation   |                                 |      |      |
|------------------------------|---------------------------------|------|------|
|                              | 2005                            | 2006 | 2007 |
| <b>5. PROJECTS BY OTHERS</b> |                                 |      |      |
| 5.a                          | 185th Ave NE Extension*         |      |      |
| 5.b                          | Redmond Wy (SR 202) Add Lanes*  |      |      |
| 5.c                          | SR 520 Widening*                |      |      |
| 5.d                          | NE 116th (York) Bridge Replace* |      |      |
| 5.e                          | Downtown Transit Center*        |      |      |

Figure 9.1 Action Plan Schedule Summary and Timetable, continued